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Message Text

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45
ACTION EUR-25

INFO OCT-01 EA-11 NEA-10 IO-14 ISO-00 SS-20 NSC-10 L-03

H-03 STR-08 PA-04 PRS-01 USIA-15 SCEM-02 INT-08 SCI-06

DOTE-00 COA-02 DRC-01 /144 W
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R 261650Z DEC 73
FM USMISSION OECD PARIS
TO SECSTATE WASHDC 1476
INFO AMEMBASSY ANKARA
AMEMBASSY ATHENS
AMEMBASSY BERN
AMEMBASSY BRUSSELS
AMEMBASSY BONN
AMEMBASSY CANBERRA
AMEMBASSY COPENHAGEN
AMEMBASSY DUBLIN
AMEMBASSY THE HAGUE
AMEMBASSY HELSINKI
AMEMBASSY LISBON
AMEMBASSY LONDON
AMEMBASSY LUXEMBOURG
AMEMBASSY MADRID
AMEMBASSY OSLO
AMEMBASSY OTTAWA
AMEMBASSY REYKJAVIK
AMEMBASSY ROME
AMEMBASSY STOCKHOLM
AMEMBASSY TOKYO
AMEMBASSY VIENNA
AMEMBASSY WELLINGTON
USMISSION EC BRUSSELS UNN
USMISSION US NATO
USMISSION GENEVA

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E.O. 11652: N/A

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TAGS: ENRG, ETRN, OECD
SUBJECT: OECD GUIDELINES FOR BUNKERING

REF: USOECD PARIS 31971

SUMMARY. OIL COMMITTEE AGREED IN PRINCIPLE AT ITS DECEMBER 19 MEETING ON THE NEED TO GIVE HIGH PRIORITY TO BUNKER REQUIREMENTS FOR SHIPS AND PLANES, AND TO AVOID DISCRIMINATION ON THE BASIS OF FLAG. TO SAVE TIME, SECRETARIAT INSTRUCTED TO DRAFT APPROPRIATE RECOMMENDATION FOR SUBMISSION DIRECTLY TO EXECUTIVE COMMITTEE AND COUNCIL WITH UNDERSTANDING THAT SUBSTANTIVE DISCUSSION WILL BE PURSUED IN THOSE BODIES. END SUMMARY.

2. FOLLOWING DISCUSSION AT HIGH-LEVEL GROUP, NORWEGIAN PROPOSAL (REFTEL) REDRAFTED TO RECOMMEND THAT GOVERNMENTS (A) GIVE HIGH PRIORITY TO BUNKER REQUIREMENTS TO EXTENT THESE REQUIREMENTS CORRESPOND TO TRADITIONAL BUNKERING PATTERNS OF INTERNATIONAL SHIPPING; (B) REFRAIN FROM DISCRIMINATION ON BASIS OF NATIONALITY OF SHIPS; (C) USE MOST EFFICIENT MEANS OF REDUCING CONSUMPTION OF BUNKER FUELS, SUCH AS LOWERING SPEED OF SHIPS; (D) INVITE NON-MEMBER COUNTRIES ALSO TO OBSERVE THESE GUIDELINES IN INTEREST OF WORLD TRADE.

3. AT OIL COMMITTEE DISCUSSION OF THIS NEW PROPOSAL, VARIOUS PROBLEMS AND SUGGESTIONS WERE PUT FORWARD, INCLUDING NEED FOR RECIPROCITY (GREECE), NEED TO DISTINGUISH AMONG CARGOES (JAPAN, UK, FRANCE), DESIREABILITY OF INCLUDING AVIATION BUNKERING (SWITZERLAND, JAPAN, SWEDEN), AND THE DIFFICULTY IN MAINTAINING TRADITIONAL BUNKERING PATTERNS IN CHANGED CIRCUMSTANCES (NETHERLANDS). THERE WAS NOT ENOUGH TIME TO DISCUSS THESE AND OTHER IMPORTANT ASPECTS OF PROBLEM IN DETAIL. AT THE SAME TIME, THERE WAS A STRONG CONSENSUS IN FAVOR OF RAPID AGREEMENT ON GUIDELINES IN VIEW OF THE POTENTIALLY SERIOUS IMPACT ON THE INTERNATIONAL ECONOMY OF THE DISRUPTION OF INTERNATIONAL SHIPPING AND AIR TRANSPORT. IT WAS AGREED, THEREFORE, THAT TO SAVE TIME FURTHER SUBSTANTIVE DISCUSSION SHOULD TAKE PLACE IN THE OECD EXECUTIVE COMMITTEE AND COUNCIL ON THE BASIS
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OF A REPORT AND DRAFT RECOMMENDATION TO BE PREPARED BY THE SECRETARIAT. DRAFT WILL COVER SEA AND AIR TRANSPORT, WITH FISHING (SUPPORTED BY JAPAN AND OPPOSED BY CANADA) TO APPEAR IN BRACKETS.

4. COMMENT: MEMBERS OF OIL COMMITTEE RECOGNIZED THAT BUNKERING GUIDELINES WOULD BE ONLY ONE ELEMENT IN MANAGING PROBLEM THAT IS CONDITIONED TO LARGE EXTENT BY ROLE OF

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NON-OECD BUNKERING PORTS, AND EXTENSIVE REGIME OF PRIVATE
CONTRACTS BETWEEN INTERNATIONAL OIL AND SHIPPING COMPANIES.
NEVERTHELESS, MAJORITY CLEARLY FELT OECD GUIDELINES ONE
AVENUE WORTH PURSUING.
ROGERS

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